

N. V. HARLAN INTERVIEWED.

A Talk About the Candidates For the Various State Offices.

SECOND DISTRICT POLITICS.

A Street Railway Opinion-Complaints of Extortion Entered Against the Elkhorn-Capitol City News.

LINCOLN BUREAU OF THE OMAHA BEE, 1025 STREET.

Hon. N. V. Harlan was in the city yesterday on legal business. He left for home on the 10:15 westward bound passenger last night, but while he was sitting in front of the Capitol hotel enjoying the cool breeze of the evening he was approached by THE BEE representative and after cordial greetings consented to a quiet interview. Mr. Harlan expressed himself on all questions in his positive, characteristic manner, leaving no doubt as to where he stood or what he believed.

"Well, sir," he said, in his pleasant off-hand manner, "what do you want to know?"

"York county, I understand, has a candidate for attorney general?"

"Well, yes," smilingly said Mr. Harlan. "W. T. Scott will go into the convention with a solid delegation from York county, and we hope to see him nominated. He is all right, favors railway regulation and has a conscience on all public questions."

"But in the event that Scott cannot make it, for whom would the vote of York county be cast?"

"Oh, I think for Attorney General Leese without any doubt, but we hope to do all that we can for Scott."

"Has York county any other candidate for a state office?"

"No, the county has not, but Mr. Anderson is urging a federal commissioner of public lands and buildings by the Scandinavians from different parts of the state. He is strong among the Swedish portions of the state. He has lived in York county a long time, and is known to a man of thorough business qualifications. I can see an emergency that would lead the county to cast a solid vote for him."

"When do you hold your county convention?"

"Next Saturday. It promises to be a hot lot. We have three candidates for the legislature, and one of them will have to stay at home. I think that A. E. Gilbert will be nominated. The fight will be between C. W. Hayes and J. H. Wellman, with the chances in favor of the latter. Hayes, however, is a good man. York county will send a strong anti-monopoly delegation to the next Nebraska assembly. Keeley will be returned to the senate. I am not a candidate. I can make no effort to leave my legal business. There will also be a sharp fight between G. W. Shrick and J. P. Miller for the office of sheriff. Mr. Shrick, the present deputy, will doubtless be nominated."

"Will there be much of a fight made against Laird for congress in the Second district?"

"The democrats will probably renominate McKegan, but I do not think he will poll as heavy a vote as he did two years ago. Indeed, he will be re-elected. Indeed, the republican party, I think, will move to victory all along the line. Harrison and Morton will be elected. There is no doubt about it."

"You speak confidently."

"No more so than the outlook warrants. But it is almost time for a train, and I must go. Good night, sir, and the distinguished gentleman moved rapidly away in the darkness."

A STREET RAILWAY OPINION.

At the session of the city council last night, the city attorney submitted the following opinion regarding the railway tracks on Twelfth street, so long a question of agitation and bickering, and possibly its text will tend to settle and adjust matters relating to the same. It is certainly clear, pointed and good law:

LINCOLN, Neb., July 27, 1888.—To the Mayor and Council of the City of Lincoln: Gentlemen: In the matter of controversy between the Capital Electric Street Railway company and the Rapid Transit company over the occupancy of Twelfth street, I desire to submit the following opinion:

In this state the only way a street railway can acquire the right to occupy and operate a street railroad on the streets of a city is by ordinance and the consent of a majority of the legal voters of the city, voting at an election called for that purpose.

Unless expressly granted, no company can acquire the exclusive right to a particular street. It is, however, specified in all ordinances granting franchises to street railways, that the franchise granted is not exclusive, and that the city may lay tracks on the same street as the company's tracks, and that the company shall be subject to all reasonable regulations in the construction and use of said railway which may be imposed by ordinance.

I believe that the city council has the right to provide by ordinance the number of tracks which may be laid upon any one street, that it may require one company to lay its tracks a little to one side of the street to permit a second company to lay its tracks on the same street. The council may also require two or more companies to use the same track jointly for a reasonable distance, where such use is necessary to reach any part of the city not accommodated by street railways.

The expense of constructing and maintaining such tracks to be laid jointly by several companies using the same, and where one company has constructed its tracks the council may require it to permit any other company to use its tracks for the purpose above stated upon said second company making reasonable compensation for the same, and assuming an equal share of the expense of maintaining said tracks. In the present case I would recommend that the council require the Rapid Transit and Capital Electric companies to lay a joint track on Twelfth street from 1st to F street, and I would recommend the adoption of an ordinance providing full and explicit rules and regulations governing this matter, and in general regulating street railways in this city. Very respectfully,

G. M. LAMBERTSON, City Attorney.

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EARLING APPOINTED.

J. T. Clark's Successor Chosen—Other Railway Matters.

General Manager Roswell Miller, of the Chicago, Milwaukee & St. Paul, has issued a circular appointing Albert J. Earling general superintendent of the road, to fill the vacancy caused by the death of J. T. Clark. Division Superintendent W. G. Collins is appointed assistant general superintendent. These appointments take effect August 1.

Mr. Earling began his railroad career at the age of seventeen as an operator on the Chicago & Northwestern, under J. R. Buchanan, now general agent of the Fremont, Elkhorn & Missouri Valley. The St. Paul officials, attracted by the young man's superior business abilities, soon after secured his services. He became a favorite of Paul Armour, who is now his chief backer. Three years ago he was elected the general superintendent of the Canadian Pacific, at a salary of \$10,000 per year, but Mr. Armour declared that if he was worth \$10,000 a year to the Canadian Pacific he was worth much more to the Chicago, Milwaukee & St. Paul. Mr. Earling is about forty years of age and is a very capable and efficient man. He is very popular with his subordinates and it is doubtful if a more able successor to Mr. Clark could have been selected.

The festive spotter. There is fear and trembling among the conductors on the Union Pacific, for within the last month the individual known as the "spotter" has been at work, and as a result of the Republican Valley branch were his investigations, three conductors on the receipts of a yellow envelope. Their names are George Gordon, J. T. Westman and G. P. Beeley. R. J. Mantz, Thomas Robb and C. S. McNeil succeeded them. These dismissals are not the only ones by any means as still the spotter pursues his investigations.

More about Harvest Excursions. The general passenger department of the B. & M. issued a circular yesterday regarding the proposed harvest excursions, which will be duplicated by other Nebraska and Kansas lines to which contains instructions to agents concerning the tickets to be sold. Tickets, as has already been stated in THE BEE, will be sold to points in the two named states to which the one-way rate is \$1 and upward, and to Colorado and will be sold to points in Colorado as far west as Fort Morgan and Grover, the former on the Denver line, the latter on the Cheyenne line. Tickets will be valid for thirty days and no extension of the return limit will be granted.

The Freight Agents Meeting. As was stated in yesterday's issue the meeting of freight agents held in this city was for the purpose of settling the matter of freight rates from Kansas City. The meeting referred the matter to a committee composed of the representatives of the Union Pacific's Kansas, Iowa, Nebraska, Missouri, Arkansas, Louisiana, Texas, Oklahoma, Kansas, Nebraska, Agent Milligan of the St. Joseph & Grand Island, Agent Monroe of the Union Pacific, Agent Bartle of the Kansas City, St. Paul & Council Bluffs, and General Agent Bartle of the Santa Fe.

Spikes. Beginning with to-day, passengers from the east in Pullman cars via the Chicago & Northwestern will be landed in Omaha, the Union Pacific having entered into an arrangement with the former by which their coaches will be brought into the depot in this city.

The passenger department of the Union Pacific has issued for gratuitous distribution a letter pamphlet, pocket size, entitled "National Platform," which contains the platform of the republican, democratic and prohibition parties, together with the portraits of Harrison, Cleveland and Flak and their letters of acceptance in the election, there is a table showing the electoral and plurality votes, and an analysis of the vote cast for Cleveland and Blaine in 1874.

Wm. Black, Abingdon, Iowa, was cured of cancer of the eye by Dr. Jones' Red Clover Tonic, which cures all blood disorders and diseases of the stomach, liver and kidneys. The best tonic and appetizer known. 50 cents. Goodman Drug Co.

"Hot Boxes." Hartford Courant: Travelers by rail are all familiar with the disagreeable smell and vexatious delays arising from "hot boxes," and probably there are but few who do not understand what the term means, as hot boxes are by no means unknown on vehicles drawn by animals, many a wheel on a farm wagon having been ruined by the grease becoming overheated. The selection of a proper material for packing the journal boxes in which the ends of car axles run, and the exercise of due care in its inspection and renewal, is one of the great problems of the railway agent, and the employees of the leading roads are jealous of their reputation in this matter.

These remarks were suggested by a very aggravated case of hot box on the north-bound limited express recently, which caused a delay of nearly twenty minutes. When the box was opened a dense cloud of smoke rolled out, and the entire neighborhood was disagreeably perfumed. This particular offender was on a Boston Albany passenger room car, and recalled a recent experience of the writer's in the Springfield depot. While waiting for a New Haven train, a through western express from Boston rolled into the depot, bringing with it the pungent and unmistakable odor of a very hot box. It was soon located under a Wagner sleeping car. While the experienced physicians were operating upon the patient with liberal doses of water, oil, waste, etc., the writer ventured a query as to whether the car was new, knowing that new cars were very apt to be afflicted with the malady. The reply was that the car was an old one but that the Central (New York Central) people did not properly take care of their journals, as the B. & A. did and that most of the hot box trouble at Springfield was on cars of outside rods, coupled with a delicate hint that the Central had had a good deal of trouble of this kind. The writer has come to the conclusion that railroad men are like the Mississippians who, in response to an inquiry from a stranger, replied: "No (slap), we (whack) don't (slap) have many snakes (slap), whack! round yere, (slap) but they're mighty thick (whack) down yonder (slap)."

Another column of this issue will be found an entirely new and novel specimen of attractive advertising. It is one of the nearest ever placed in our paper and we think our readers will be well repaid for examining the SUPPOSED display letters in the advertisement of Prickly Ash Bitters.

Shot His Daughter's Lover. CHATTANOOGA, Tenn., August 1.—Calvin Faulkner shot and killed Michael Shantry at Athens, Tenn., yesterday. Shantry was paying his addresses to Faulkner's daughter, but he objected and forbade Shantry coming to the house. The lovers met clandestinely yesterday morning, and the father, when he overtook them shot Shantry, who died soon afterwards.

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We Manufacture Surgical Braces for Deformities, Trusses, Supporters, Electrical Batteries, and can supply physicians or patients any appliance, remedy or instrument known. Call and consult us, or write for circulars upon all subjects, with list of questions for patients to answer. Thousands treated successfully by correspondence. We have superior advantages and facilities for treating diseases, performing surgical operations and nursing patients, which combined with our acknowledged ability, experience, responsibility and reputation, should make the Omaha Medical and Surgical Institute the first choice.

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Surgical operations for the cure of Hare Lip, Club Feet, Tumors, Cancers, Fistula, Cataract, Strabismus (Cross Eyes) Varicose, Inverted Nails, Wens and Deformities of the Human Body performed in the most scientific manner.

We treat Chronic Diseases of the Lungs, Heart, Head, Blood, Skin, Scalp, Stomach, Liver, Kidneys, Bladder, Nerves, Bones, etc., as Paralysis, Epilepsy, (Fits), Scrofula, Bright's Disease, Tape Worm, Ulcers or Fever Sores, Dyspepsia or Gastritis, Baldness, Eczema, etc.

Carefully, skillfully and scientifically by the latest and most approved methods. WRITE FOR BOOK ON DISEASES OF WOMEN, FREE. Dr. McMENAMY has for years devoted a large portion of his time to the study and treatment of this class of diseases, and has spared neither time nor money to perfect himself, and is fully supplied with every instrument, appliance and remedy of value in this department of Medicine and Surgery.

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Address all letters to OMAHA MEDICAL AND SURGICAL INSTITUTE,

DR. J. W. McMENAMY, N. W. Corner 13th and Dodge Streets, Omaha, Neb.

able-bodied soap factories. The unfortunate who shared in that dreadful journey, to this day fear that they can detect the odor of rousing axle grease in the wooded recesses of the Catskills, whither it was wafted from that wretched train, years and years ago.

There is another variety of "hot-box," fortunately not occurring very frequently, which at times is attended with considerable risk. This is the heating of the packing of the cylinders and steam-chests of the locomotives. It is not long since one of the large express companies on the Consolidated road came into Hartford with blue smoke rising from the rear end of the cylinder, where the driving rod enters. The soapstone packing had become loose, by the friction and had fairly burned to ashes. The cylinder and rod were so heated that any attempt to cool them suddenly would have ruined the rod. There was nothing for it but to take the engine off and shove her to the hospital.

These desultory observations may prove of interest to some whose technical knowledge is slight, and may lead them to watch the car inspectors as they gingerly put their hands against the hot iron boxes, looking for something they do not want to find—a "hot-box."

The Sulphurous Gentleman. Facially designated as "Old Nick" seen to be at the elbow of the people who day in and day out damage their teeth with hurtful foot pastes, powders and washes. The remedy, this day, that they can detect the odor of rousing axle grease in the wooded recesses of the Catskills, whither it was wafted from that wretched train, years and years ago.

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